

## **Airport**

Airport is generally bounded by McNichols to the north, the Ford Freeway (I-94) to the south, Conner to the east and Mt. Elliott and the Hamtramck city limits to the west. The Detroit City Airport dominates the economic and physical landscape of this community.

Over the past decade, disinvestment and speculation surrounding the Detroit City Airport has hurt this area. Compared with other communities within the City, the Airport area experienced one of the highest rates of population loss between 1990 and 2000. During this same period, the community lost almost a quarter of its housing units. The proximity to Detroit City Airport and the amount of vacant land creates considerable opportunity for reinvestment.

Almost a quarter of the households earn less than \$10,000 per year. Over three quarters of existing housing units are valued at less than \$50,000. Thirty-five percent of Airport residents are under the age of 19.

### **❑ Neighborhoods and Housing**

**Issues:** Speculation surrounding Detroit City Airport has hindered the rehabilitation of existing housing and the development of new residences.

#### **GOAL 1: Revitalize neighborhoods with poor housing conditions**

**Policy 1.1:** Demolish vacant and/or dangerous structures and promote targeted rehabilitation and infill development in the area south of City Airport.

### **❑ Retail and Local Services**

**Issues:** There are many vacant lots and abandoned commercial structures along the Gratiot, Harper and Van Dyke corridors. Bounded by City Airport, Ford Freeway and heavy industry, the residential areas are physically severed from commercial areas.

#### **GOAL 2: Increase the vitality of commercial thoroughfares**

**Policy 2.1:** Take advantage of the traffic volumes along Gratiot to attract more intense commercial activity

**GOAL 3: Increase the vitality of neighborhood commercial areas**

**Policy 3.1:** Develop neighborhood commercial nodes along Harper and Van Dyke with a compatible mix of locally serving, small-scale businesses and medium density residential along the less viable sections.

**GOAL 4: Develop a retail center**

**Policy 4.1:** Develop a large-scale retail node at the southwest corner of Conner and Gratiot.

**GOAL 5: Improve the appearance of commercial areas**

**Policy 5.1:** Encourage code enforcement, the removal of abrasive commercial uses, and physical improvements along Gratiot, Harper and Van Dyke.

□ **Industrial Centers**

**Issues:** A number of industries reside in the area. Developable industrial land is available in proximity to Detroit City Airport and the Ford Freeway.

**GOAL 6: Increase the viability of industrial areas**

**Policy 6.1:** Market industrial properties to airport-specific and related industries.

**Policy 6.2:** Concentrate heavy industrial uses between Mt. Elliott and St. Cyril.

**GOAL 7: Reduce conflicts between industrial and residential areas**

**Policy 7.1:** Buffer the negative impacts of industrial land uses upon residential areas east of St. Cyril and west of Mt. Elliott.

**Policy 7.2:** Establish and enforce designated truck routes to and from McNichols, Van Dyke, Mt. Elliott, the Ford Freeway and Gratiot.

❑ **Parks, Recreation and Open Space**

**Issues:** There exist few well-maintained, clearly defined green spaces or recreational areas for neighborhood residents. There are a number of public schools in the area that have recreational facilities.

**GOAL 8: Increase open space and recreational opportunities**

**Policy 8.1:** Strategically acquire property to be utilized for the development of neighborhood parks or play lots.

**Policy 8.2:** Work with area institutions to provide recreation access and programs.

**GOAL 9: Increase access to open space and recreational areas**

**Policy 9.1:** Develop a greenway along Conner to connect residential areas to recreation and open space, including the riverfront.

❑ **Transportation and Mobility**

**Issues:** The closure of McNichols Road has aggravated the infrastructure and transportation conditions of the community. Traffic, especially trucks from the industrial areas, is now redirected to surrounding thoroughfares and residential streets. The increased congestion along these corridors increases the risk of accidents, and generates noise and air pollution.

**GOAL 10: Improve vehicular and pedestrian safety**

**Policy 10.1:** Reopen McNichols between French and Conner.

❑ **City Airport**

**Issues:** Uncertainty surrounding Detroit City Airport has negatively impacted the quality of life for area residents.

**GOAL 11: Redevelopment of City Airport**

**Policy 11.1:** Work with community organizations, local businesses and area industries to determine the appropriate role of City Airport within the community, including consideration of the expansion of commercial, cultural, educational and recreational uses.

**Policy 11.2:** Provide residents with protection from air and noise resulting from the expansion of operations and/or facilities at Detroit City Airport.

## 2000 Census - Demographic Profile

Neighborhood **Airport**

## Total Population

**13,615**

1990 Population

18,418

1990 to 2000 Change

-4,803

Percent Change

-26.08%

## Race

White Only

950

6.98%

Black or African American  
Only

11,842

86.98%

American Indian and Alaska  
Native Only

29

0.21%

Asian Only

104

0.76%

Native Hawaiian and Other  
Pacific Islander Only

0

0.00%

Other Race Only

54

0.40%

Two or More Races

636

4.67%

## Hispanic Origin

Hispanic Origin (Any Race)

79

0.58%

1990 Hispanic Origin

104

1990 to 2000 Change

-25

Percent Change

-24.04%

## Gender

Male

6,624

48.65%

Female

6,991

51.35%

## Educational Attainment

Population 25 or older

7,436

54.62%

HS Graduate or Higher

4,199

56.47%

Assoc. Degree or Higher

489

6.58%

## Age

Youth Population  
(Under 18 Years Old)

4,719

34.66%

1990 Youth Population

6,433

1990 to 2000 Change

-1,714

Percent Change

-26.64%

0 to 4 Years Old

1,282

9.42%

5 to 10 Years Old

1,818

13.35%

11 to 13 Years Old

836

6.14%

14 to 17 Years Old

783

5.75%

18 to 24 Years Old

1,460

10.72%

25 to 44 Years Old

3,685

27.07%

45 to 64 Years Old

2,530

18.58%

65 Years Old and Older

1,221

8.97%

## Households

Households

4,220

Average Household Size

3.18

Population in Group Quarters

181

1.33%

Population in Households

13,434

Family Households

2,939

69.64%

Married Couple Family

953

32.43%

Female Householder Family

1,681

57.20%

One Person Households

1,060

25.12%

## Housing Units

Housing Units

4,878

1990 Housing Units

6,336

1990 to 2000 Change

-1,458

Percent Change

-23.01%

Vacant Housing Units

651

13.35%

Occupied Housing Units

4,227

86.65%

Owner Occupied

2,246

53.13%

Renter Occupied

1,981

46.87%

## Housing Value

Owner Occupied Units

1,952

Less Than \$15,000

506

25.92%

\$15,000 to \$29,999

500

25.61%

\$30,000 to \$49,999

483

24.74%

\$50,000 to \$69,999

277

14.19%

\$70,000 to \$99,999

123

6.30%

\$100,000 to \$199,999

63

3.23%

\$200,000 or More

0

0.00%

## Household Income

Less Than \$10,000

1,021

24.19%

\$10,000 to \$14,999

395

9.36%

\$15,000 to \$24,999

778

18.44%

\$25,000 to \$34,999

742

17.58%

\$35,000 to \$49,999

535

12.68%

\$50,000 to \$74,999

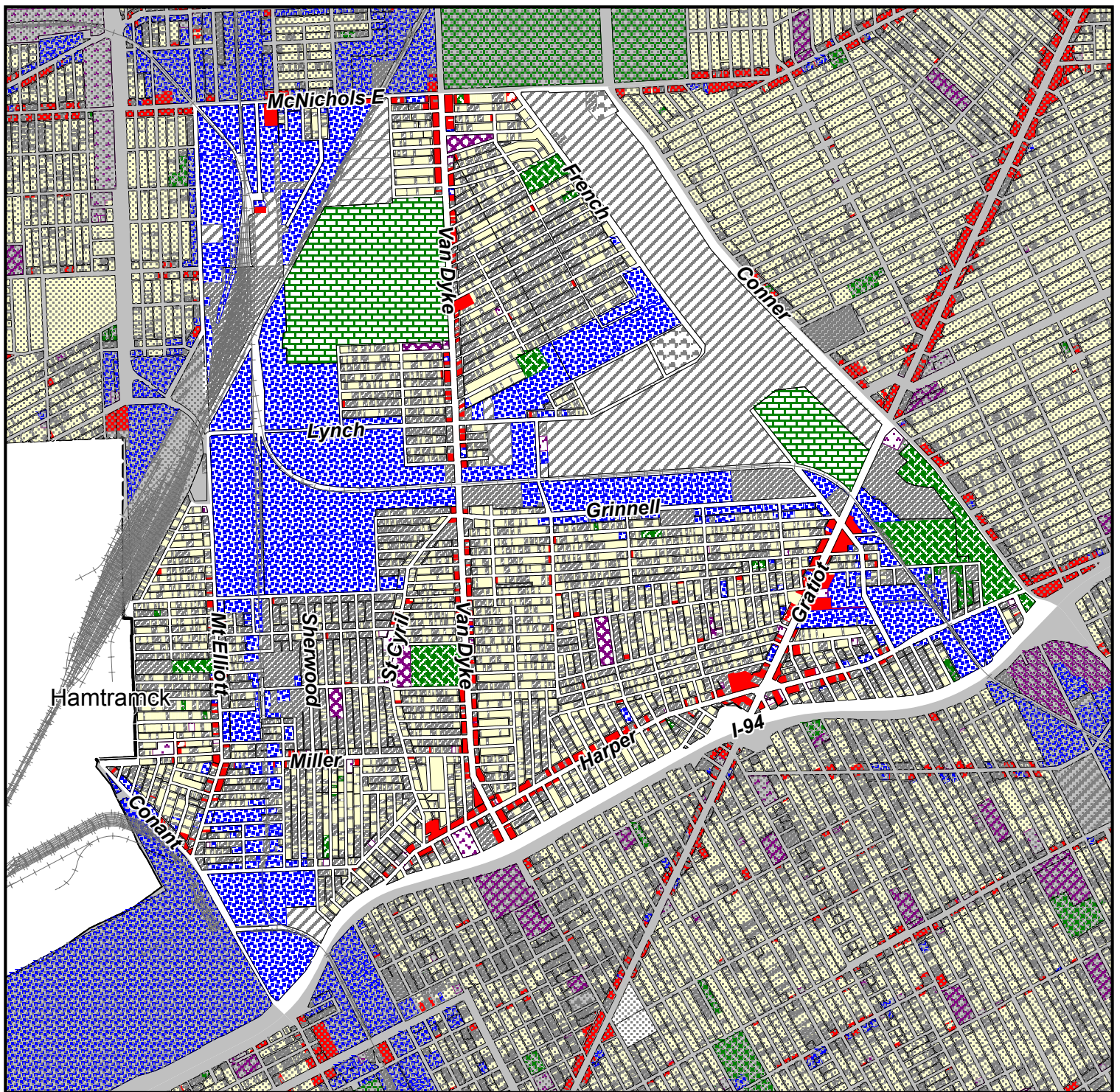
409

9.69%

\$75,000 or More

340

8.06%



Map 1-1A

City of Detroit  
Master Plan of  
Policies

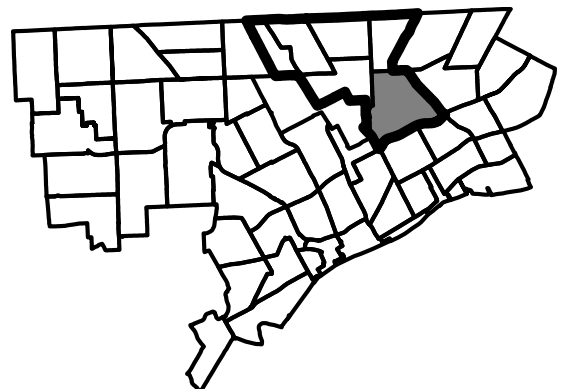
## Neighborhood Cluster 1 Airport



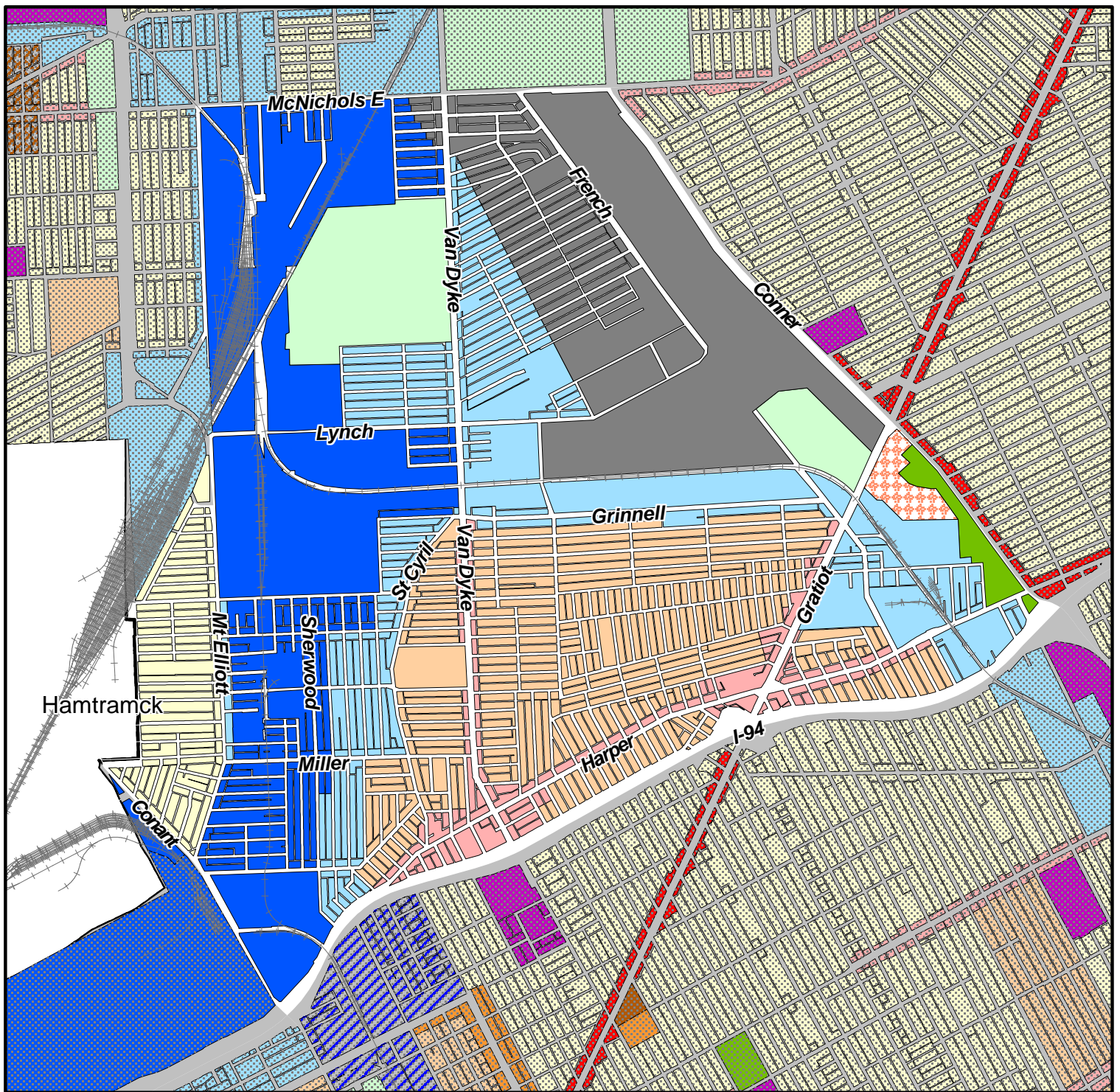
### Existing Land Use \* -

- |                         |                            |
|-------------------------|----------------------------|
| Residential             | School - Primary/Secondary |
| Commercial              | School - Other             |
| Office                  | College/University         |
| Industrial              | Institutional              |
| Transportation          | Cemetery                   |
| Utilities/Communication | Recreation/Open Space      |
| Hospital/Clinic         | Vacant                     |

\* January 2000 Existing Land Use. Sources:  
Detroit Public Schools DataImage database;  
Recreation Department Site Inventory;  
Planning and Development Department's Property Information System (PINS);  
Finance Department, Assessment Division's Integrated Physical Data System (IPDS).







Map 1-1B

City of Detroit  
Master Plan of  
Policies

## Neighborhood Cluster 1 Airport



### Future Land Use -

- |                                |                                |
|--------------------------------|--------------------------------|
| Low Density Residential        | Light Industrial               |
| Low-Medium Density Residential | Distribution/Port Industrial   |
| Medium Density Residential     | Mixed - Residential/Commercial |
| High Density Residential       | Mixed - Residential/Industrial |
| Major Commercial               | Mixed - Town Center            |
| Retail Center                  | Recreation                     |
| Neighborhood Commercial        | Regional Park                  |
| Thoroughfare Commercial        | Private Marina                 |
| Special Commercial             | Airport                        |
| General Industrial             | Cemetery                       |
|                                | Institutional                  |

